

2306Z 18 MAY 59

SECRET

ch/DB
DD/P
DC/PP
gpc
DB
Cont
PRIORITY

DIRECTOR

25X1A

DPD (1,2,3,4,5,6,7,8)

S/C (9)

DND

TOR: 2339Z 18 MAY 59

DOCUMENT NO
NO CHANGE IN CLASS. ☐
DECLASSIFIED
CLASS. CHANGED TO: TS S *6* 2011
NEXT REVIEW DATE:
AUTH: HR 70-2
DATE: 2/11/81 REVIEWER: 037169

PRIORITY

IN 09874

25X1A

NO NIGHT ACTION

25X1A

3287

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ATTN: MR. BISSELL. INFO: COL. BURKE.

RE: 18 MAY FLIGHT TEST J-75 (AIRPLANE 342)

1. FLIGHT SIX TODAY WAS RUN COMPARING NEW AND OLD CONFIGURATION UNDER FOLLOWING CONDITIONS:

A. BOTH AIRCRAFT CARRIED 650 LB PAYLOAD.

B. BOTH CARRIED FULL MAIN INTERNAL FUEL TANKS.

C. BOTH ARE PAINTED.

D. AIRCRAFT 360 HAS BEEN FLOWN ON TWO LONG FLIGHTS IN LAST WEEK AND FOUND TO BE EXACTLY ON BASIC PERFORMANCE DATA IN CEILING AND RANGE.

E. WEATHER CONDITIONS POOR, AIRPLANE 360 USED AS A BASE DID NOT SHOW SAME CEILINGS AS LAST WEEK.

F. AIRCRAFT TOOK OFF AT IDENTICAL TIME, AND FLEW IDENTICAL COURSE FROM [REDACTED] TO MONTEREY CALIF AND RETURN. DIFFERENCE IN FLIGHT TIME WAS FOUR MINUTES.

G. DIFFERENCE IN FAVOR OF NEW CONFIGURATION OVER OLD ONE

SECRET

S E C R E T

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PAGE 2, [REDACTED] 3287, (IN 09874)

WAS AS FOLLOWS:

TIME - MIN ALTITUDE DIFFERENCE - FEET

0	0
10	14,000
20	9,500
30	6,000
40	5,000
70	4,800

H. BOTH AIRCRAFT APPEARED TO PUT OUT FULL POWER. BOTH ALTIMETERS CALIBRATED WITHIN THE LAST WEEK ALTHOUGH AIRPLANE 360 ALTIMETER CHANGED SINCE LONG FLIGHTS LAST WEEK.

I. EVERY EFFORT MADE TO GET COMPARATIVE DATA ON EARLY CLIMB PERFORMANCE TODAY.

J. NEW CONFIGURATION INDICATES PLACARD DESIRED TO RESTRICT LOW ALTITUDE CLIMB BECAUSE OF INABILITY TO SEE GROUND BELOW 40,000 FT DUE TO EXCESSIVELY STEEP ALTITUDE.

K. NO IMPORTANT RANGE DATA OBTAINED.

L. BELIEVE WE CAN CONSERVATIVELY STATE THAT NEW AIRCRAFT IS NO LESS THAN 2,000 FEET AND PERHAPS AS MUCH AS 4,000 FEET BETTER THAN OLD CONFIGURATION. HAVE SOME PREMATURE ONE "G" BUFFETING WHICH WE MUST REMOVE AND PROBABLY WILL INCREASE OUR PERFORMANCE.

2. SHOULD WE START CUTTING ON AIRCRAFT 351 TO MEET SCHEDULE DESIRED?

END OF MESSAGE

S E C R E T